

## EASY SAIL : SO FAR



## POSTOFFICE GRAFT.

Its Magnitude Only Partially Discovered.

## THE SUBSIDIES TO RAILROADS.

Postal Car Rents and Padding the Weight of Mail a Constant Drain. The Postoffice System is Rotten in Many Departments and Needs Reformation in Others.

The report on the postoffice frauds is a most appalling revelation of the rottenness of the department, but the report is more remarkable for what it omits or only hints at than for the exposures it makes. It is evident that the rascality commenced the moment Senator Hanna handed over the patronage to his favorites after the corrupt campaign of 1896. Perry Heath was made the dispenser of patronage, and the looting at once began. Postmaster General Smith appears to have been a figurehead who either was incapable of administering his office or refused to see the corruption that was permeating it. The exposure of the scandals would never have been made if the heads of the department had not disagreed about their respective rights and the brazen recklessness of Beavers and Machen. The reference in the Bristow report to the work of sundry congressmen, including Beavers to increase the salaries of their favorites, is only hinted at, but it was the dispensation of these favors that gave the looters power with those they aided and forced through appropriations for double the amount necessary so that the "rake-off" could be gathered in by the conspirators. So influential with the committee on postoffices and post roads had the chief looters become that congress at its last session provided for the raising of the salaries of both Beavers and Machen.

Mr. Bristow's report is an indictment of Postmaster General Payne, for he says, "What the service most needs is honest, intelligent and vigorous administration," and he points out the defects of Mr. Payne's management. When this is taken in connection with the "hot air" and other exclamations of Postmaster General Payne when the first exposures were made, it indicates, as General Bristow evidently believes, that Mr. Payne was determined to thwart any investigation. Yet Mr. Payne continues by the grace of President Roosevelt a member of his cabinet, and Perry Heath is to continue secretary of the Republican national committee. But the greatest frauds in the postoffice department have not been investigated, and no hint is given that they ever will be. The railroads are receiving at least double what the law contemplates for carrying the mails. They received rent for postal cars enough in one year to buy all the cars. The agents of the railroads are active in padding the returns of the periodical weighing of the mails, so that the average is vastly augmented, and the cost of carrying the same is increased far beyond all reason. This department of the postoffice service is under the supervision of the second assistant postmaster general, and if any one is interested in knowing the vast powers and opportunities for graft that the law and regulations of the department offer in this branch of the service it is only necessary to refer to page 958 of the "Postal Guide," under the head of "Office of the Second Assistant Postmaster General." The guide can be found at any post-office, and it will be seen that the second assistant postmaster general can wield enormous power for good or evil.

The railroads alone received for the year 1892 \$39,953,938 for carrying the mails, being one-third of the whole expenditures of the department. The cost of carrying that portion of the mail handled by the railroads has increased from .1038 per mile in 1878 to .1273 in 1902. And the cost per capita of population has been added to in even greater proportion for each decade. In 1880 the cost was about 29 cents for each man, woman and child, in 1890 about 30 cents and in 1900 over 50 cents. The basis for these figures will be found in the "Statistical Abstract" of the United States for 1902, page 459. This increased cost to the people, that the railroads demand and a complacent congress and administration allow, for carrying the mail offers a large field for an honest investigation of the office of the second assistant postmaster general. If an honest weighing of the mails could be had, with no notice given of the time when it would occur, so that padding the amount could

not be resorted to, an enormous saving would be made. If the Republican majority of congress would revise the law so that a reasonable price for mail cars should be made another great saving would follow.

Then there are special subsidies granted by congress to some railroads for running fast mail trains, which, for instance, paid the amount paid by the government for carrying the mail on the Southern railroad to the enormous figure of \$1,646,525, when all receipts for express over the same road were only \$778,227. The statistics do not give the number of pounds of mail and express carried by the railroads, but it is certain that express matters far exceeded the mail in weight, and yet the sum paid for the mail was much over double.

The looting by the railroads far exceeds all that has been exposed by the Bristow report, and if President Roosevelt is really intent on sweeping the postoffice department of graft he will find the dirty work has only been partially accomplished. A partisan investigation would be worthless and will only be undertaken for whitewashing purposes, for the investigators are recipients of favors from the railroads by accepting passes and other friendly turns and are hardly likely to snite the hands that have been so kind to them. It is unfortunate that President Roosevelt should have received even greater favors from these corporations by riding on special trains furnished by the railroads free of cost. It is therefore unlikely that he will feel free to stop their looting.

## Boss Cox Dines With the President.

George B. Cox, the Republican boss of Cincinnati, Hanna's ally, who not long ago conducted a gin mill, dined with President Roosevelt the other day, much to the disgust of many of the more strait laced of the party leaders. James Garfield, it is stated, when he heard of the invitation to Cox, protested vigorously. He assured the president that the moral element in Ohio and elsewhere would be shocked at the honor accorded to Cox. The president evidently ignored the suggestion of his friend Garfield, for he is intent on drawing together all the elements of the Republican party, good and bad. He doubtless feels that the saloon vote, which Cox in a great measure controls, is as much needed as any other and may be the controlling influence in the coming national campaign. Hanna's friends must have chuckled over this demonstration of alarm by the president at the close and desperate contest that is impending. How the prohibitionists will view the matter need hardly be surmised, and the many of them that vote the Republican ticket may express their disapproval by "taking to the woods" on election day. The Democrats are not losing any sleep over these peculiar and erratic political moves of the president.

## Obtaining the Sugar Trust.

"Ask and you shall receive" is the motto of the sugar trust. It asked our senate a few weeks ago to oblige it by delaying action on the Cuban reciprocity bill until the agents of the trust had time to buy up all of the sugar in the back country districts while it was cheap and before the little planters there had heard that the duty on sugar imported into the United States was going to be lowered soon. The Republicans in the senate soon arranged for the delay.

It appears now not only that the trust agents have been buying up the sugar, but that they have been buying the sugar lands also. Mr. Robert N. Burnett, the financial writer on the Washington Post, says in his letter of Dec. 5, written from New York:

"A report has been current that many Cuban plantations have been purchased in the interest of the sugar trust, to which it will take title after the reciprocity treaty is signed. This would afford the company all the benefits arising from the reduced tariff. . . . Some think the sugar trust after the new law has become effective will be able to control the raw sugar market even to a greater extent than it does the market for refined."

## Wages Down: Cost of Living Up.

According to Dun's Index Number, showing the course of prices, the cost of living was greater on Dec. 1 than on Nov. 1 and is still very high compared with five or six years ago. Millions of men have had their wages reduced during the last two months. Is it not time for the trusts to reduce the cost of living? Do they think that they can squeeze blood out of a turnip? When will the trusts let up on the pressure?

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Train No. 10--Sunset Limited--San Francisco to New Orleans, leaves Benson, A. T. at 7:50 a. m., makes connection with trains for points in the East at New Orleans.

This train carries Dining, Observation, Compartment and Drawing Room Sleepers, also tourist sleepers to Washington, Cincinnati, etc.

## WEST BOUND

Train No. 9--Sunset Limited--New Orleans to San Francisco, leaves Benson at 5:10 p. m.; same equipment as No. 10.

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Leaves Los Angeles at 2:30 p. m., Benson, A. T. at 7:02 a. m., arrives at Chicago 10:30 a. m., making trip in 66 hours.

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IN EFFECT OCT. 23, 1903. PACIFIC STANDARD TIME.

FROM PHOENIX	STATIONS	TOWARDS PHOENIX
5:10 p.m.	8:50 a.m.	7:00 p.m.
5:29 p.m.	9:09 a.m.	7:20 p.m.
5:48 p.m.	9:28 a.m.	7:40 p.m.
6:07 p.m.	9:47 a.m.	8:00 p.m.
6:26 p.m.	10:06 a.m.	8:20 p.m.
6:45 p.m.	10:25 a.m.	8:40 p.m.
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